

SECRET



25X1

I
MAGERY
A
NALYSIS
D
IVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT


STATUS OF NORTH VIETNAMESE RAILROADS


25X1

Declass Review by NIMA/DOD

Report No. 9
CIA/PIR 75035

DATE Sept. 1966

GROUP 1
Excluded from automatic
downgrading and declassification

SECRET

25X1

WARNING

This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

CIA IMAGERY ANALYSIS DIVISION

PREFACE

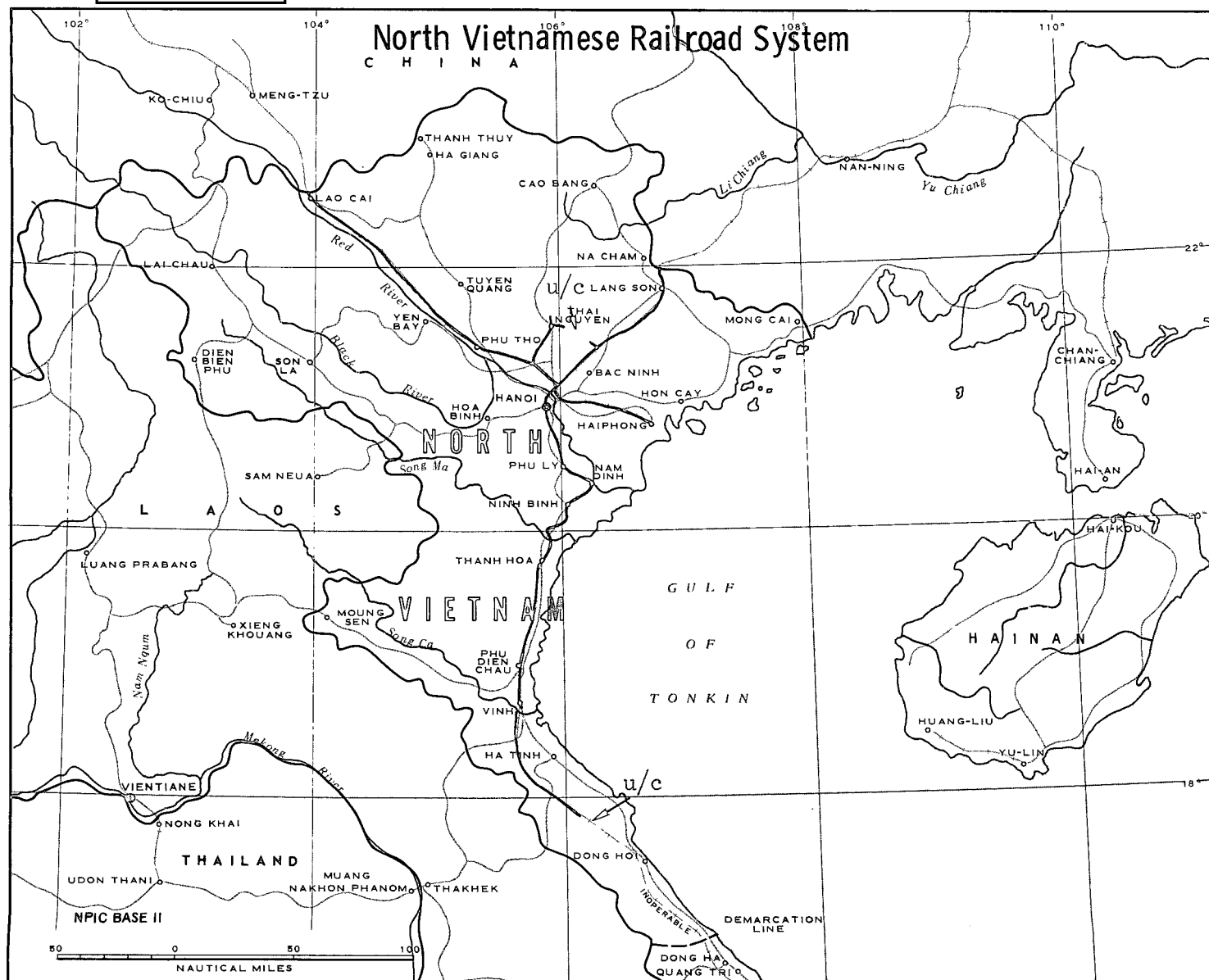
This report summarizes significant items of photo intelligence relating to the North Vietnamese railroad system which has been developed from available photography during the period indicated on the cover.

The railroad system has been broken down into 5 major lines: the Hanoi/Lao Cai Line, the Hanoi/Dong Dang Line, the Hanoi/Haiphong Line, the Hanoi/Dong Hoi Line and the Thai Nguyen Line (Figure I). Annotated maps and photos are used to show the status of each line.

SECRET

PIR-75035
FIGURE 1

25X1



SECRET

25X1

~~SECRET~~

PIR 75035

25X

CIA IMAGERY ANALYSIS DIVISION

SUMMARY

The Hanoi/Lao Cai Line continues to be interdicted at Viet Tri, (21 17N - 105 26E). The rail segment between Nam Dinh (20 15N - 105 59E) and Thuong Phong Trang (17 54N - 106 00E) on the Hanoi/Dong Hoi Line has been interdicted at seven points, and shuttling is required for through traffic. Track laying continues south of Thuong Phong Trang towards Dong Hoi.

CONTENTS

Hanoi/Lao Cai Line	Page 4
Hanoi/Dong Dang Line	5
Hanoi/Dong Hoi Line	6
Hanoi/Haiphong Line	13
Thai Nguyen Line	14

~~SECRET~~

25X

SECRET

PIR-75035
FIGURE 2

KEY

All maps within this report have been based on the following manner:

- Main bridge destroyed - new serviceable.
- By-pass bridge or bridge serviceable.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ By-pass bridge under construction.
- Original bridge has not been damaged or destroyed based on available photography.
- Extent of rail line covered by available, interpretable photography.
- (Line of interest, turns to the line number within the section for further information.

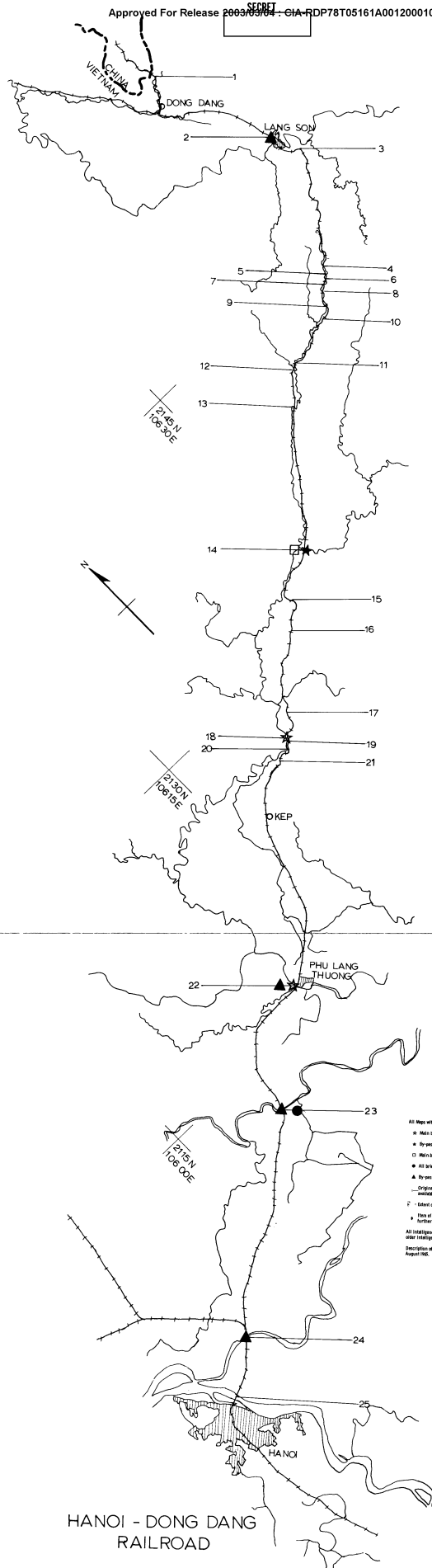
All intelligence developed within the reporting period is printed in red; other intelligence is printed in black.

Description of bridges numbered 1 through 75 can be found in CIAPR 6008, August 1965.

HANOI - LAO CAI
RAILROAD

0 5
STATUTE MILES

SECRET



KEY

All Maps within this report have been typed in the following manner:

- ① Main bridge location - new construction.
- ② By-pass bridge or bridge connection.
- ③ Main bridge connection.
- ④ All bridge crossing facilities under construction.
- ⑤ By-pass bridge under construction.
- ⑥ Original bridge has not been damaged or destroyed based on available photography.
- ⑦ - Extent of rail line covered by available, interpretable photography.
- ⑧ - Extent of rail line covered by available, interpretable photography.
- ⑨ - Extent of rail line covered by available, interpretable photography.

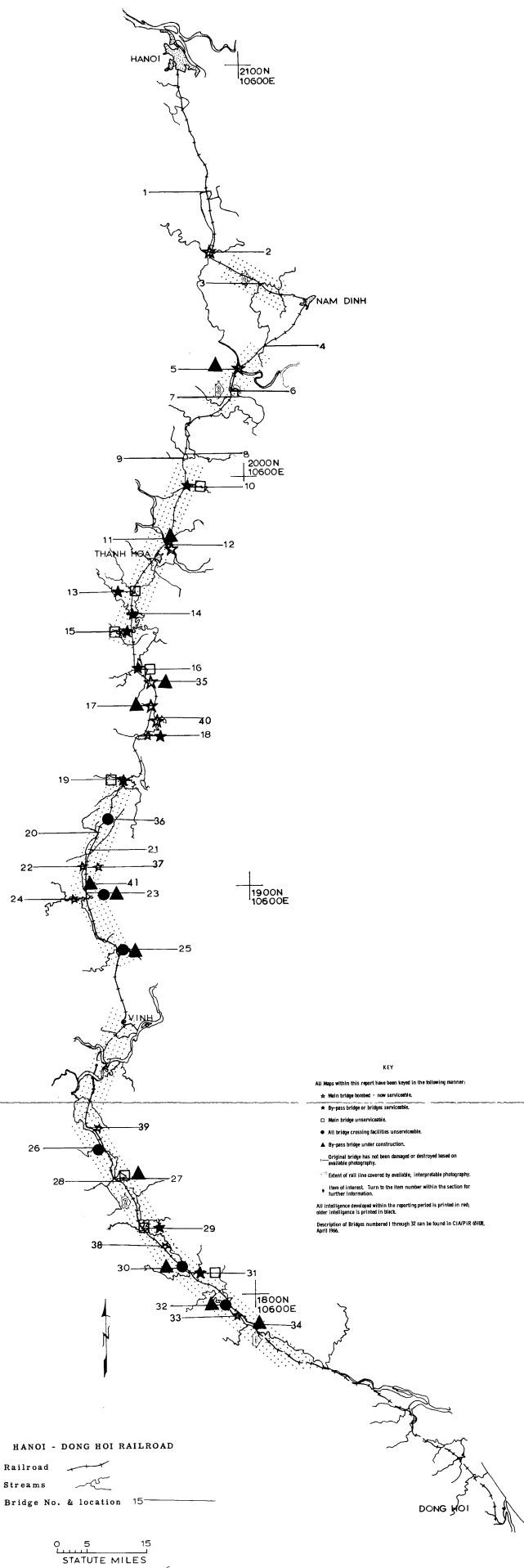
All intelligence developed within the reporting period is printed in red; other intelligence is printed in black.

Description of bridge location 1 through 25 can be found in CIA/IR 6004, August 1966.

HANOI - DONG DANG
RAILROAD

0 5 10
STATUTE MILES

RAILROAD
STREAMS
BRIDGE NO. & LOCATION



SECRET

~~SECRET~~

PIR 75035

25X1

CIA IMAGERY ANALYSIS DIVISION

25X1

ITEM OF INTEREST NO. 1: Hanoi/Dong Hoi Line

NAME: Track Laying South of the Rao Nay

BE: NA

COORDINATES: 17 51N - 106 05E XE 145733

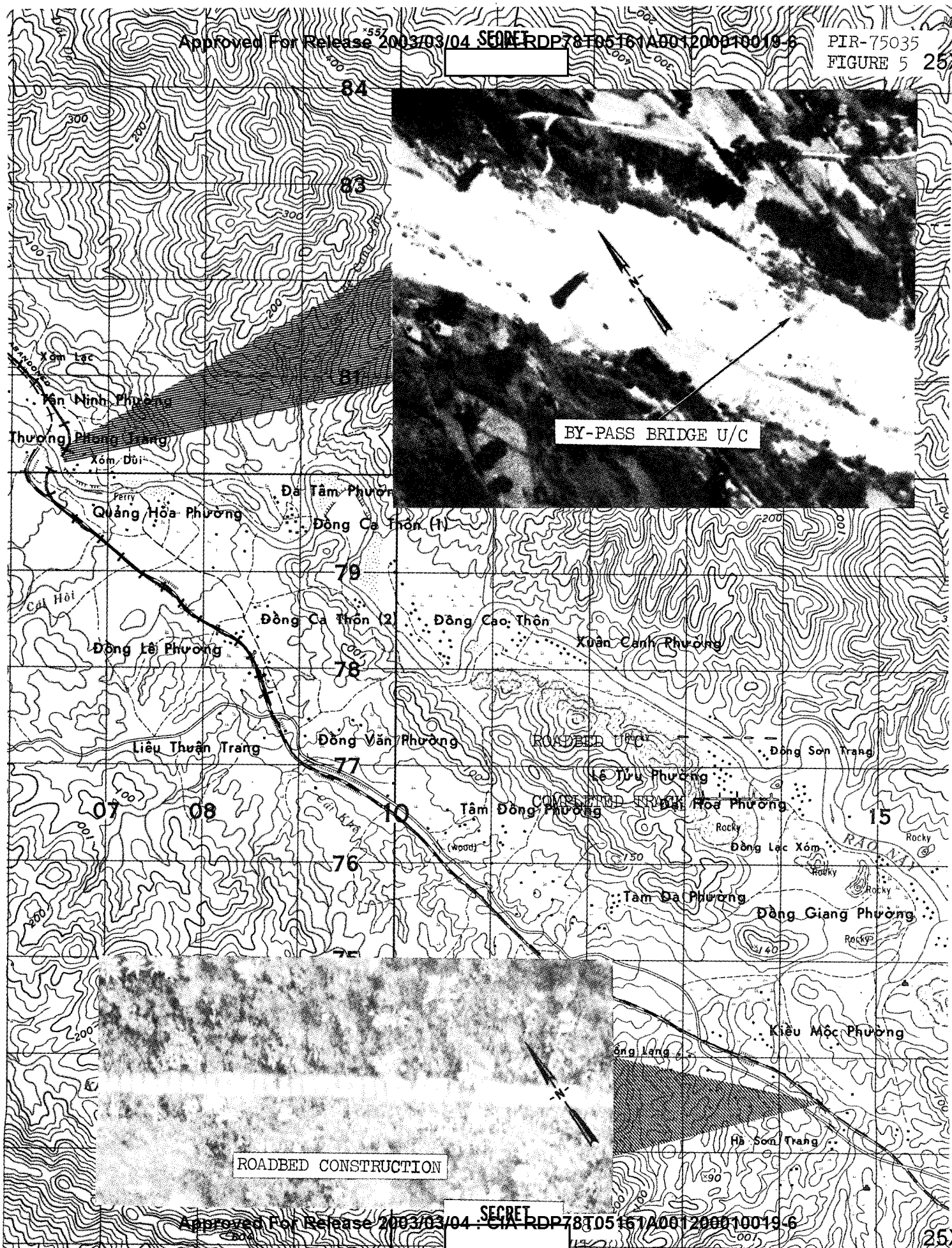
PHOTO REFERENCES:

MAP REFERENCES: AMS Series L701, Sheet 6264 IV

The North Vietnamese continue to reconstruct the Hanoi/Dong Hoi Line southeastward toward Dong Hoi. Construction continues on the by-pass bridge over the Rao Nay (River) at UTM XE 062802 and track now extends beyond this river crossing for 2 nm, ending at UTM XE 086777. Intermittent areas of roadbed construction extend an additional 4 nm to the southeast, ending at UTM XE 145733 (Figure 5).

~~SECRET~~

25X1



BY-PASS BRIDGE U/C

ROADBED CONSTRUCTION

SECRET

~~SECRET~~



PIR 75035

25X1

CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 2: Hanoi/Dong Hoi Line

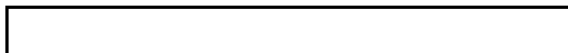
NAME: Type of Rail Cars in Use

BE: NA

COORDINATES: Various

25X1

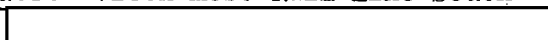
PHOTO REFERENCES:



MAP REFERENCES: JOG (G) NE 48-7

25X1

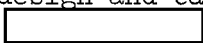
DOCUMENTS: CIA/PIR 65108 A Study of the North Vietnamese Rail Line South
of Hanoi April 1966 (SECRET)



25X1

Strategic Engineering Study No. 78 French Indo China (UNCLASSIFIED)

25X1

Recent photography of the Trai Hoi/Thuong Phong Trang Segment of the Hanoi/Dong Hoi Line reveals that the North Vietnamese are using conventional 2-axle flat cars of known design and capacity south of Vinh (Figures 6, 7 and 8). The rail car measures  has a tare (empty) weight of 6 tons, and an average carrying capacity of 11 tons.

Earlier structural analysis (CIA/PIR 65108) of the temporary wood deck-beam bridges built by the North Vietnamese on the Vinh/Dong Hoi Segment established that the safe load limit on this type of bridge was approximately 7-10 tons. Although it is quite probable that the North Vietnamese are exceeding the safe load limit of their bridges, it is interesting to note that if a series of 3 or more coupled flat cars of this type were rolled across one of the wood deck-beam bridges, the maximum weight on the longest span of this bridge would be 15 tons if the flat cars were unloaded, and 42.5 tons if the cars were filled to average capacity.

25X1

~~SECRET~~



SECRET

PIR 75035

CIA IMAGERY ANALYSIS DIVISION

FIGURE 6



FIGURE 7

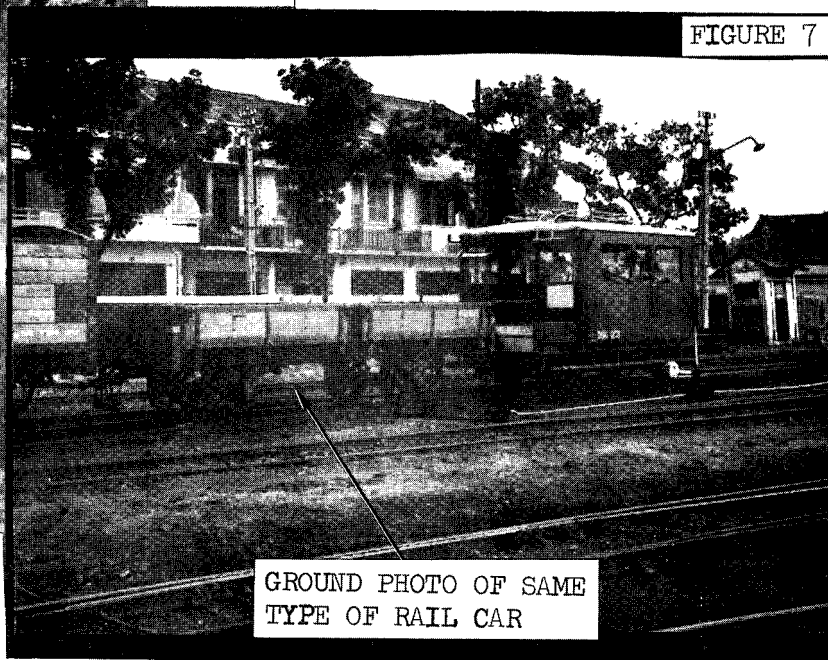
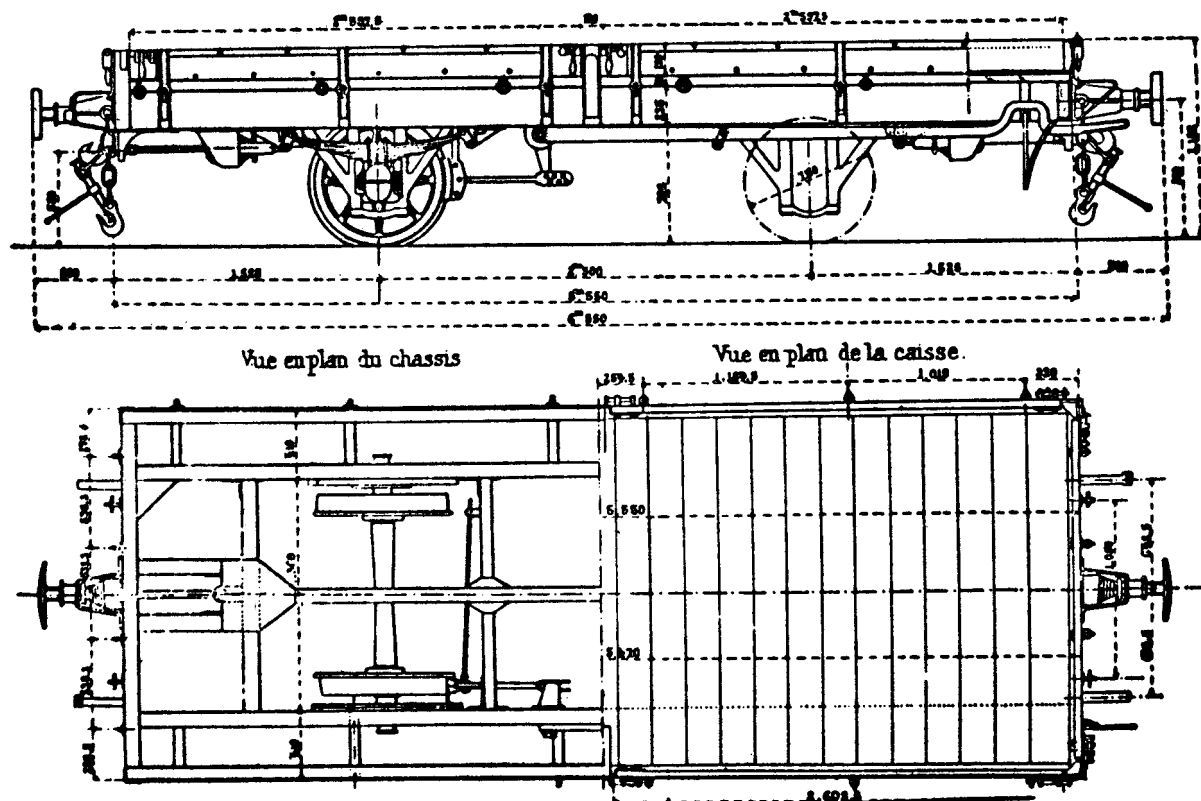


FIGURE 8



ENGINEERING DRAWING OF SAME
TYPE OF RAIL CAR

10
SECRET

~~SECRET~~

[REDACTED]

PIR 75035

25X1

CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 3: Hanoi/Dong Hoi Line

NAME: Ha Thon RR Bridge

25X1

BE: [REDACTED]

COORDINATES: 20 12N - 105 58E, XH 013348

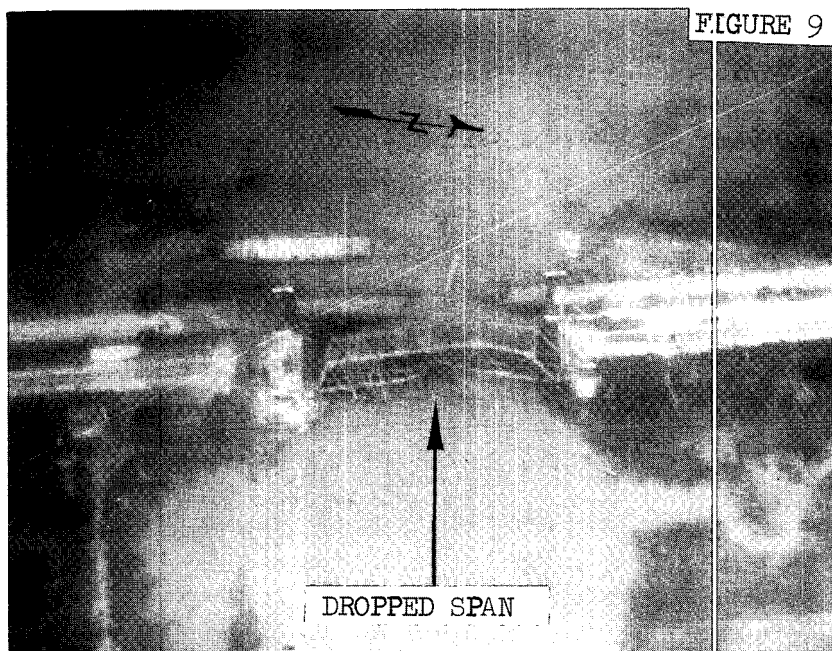
PHOTO REFERENCE: [REDACTED]

25X1

MAP REFERENCE: JOG (A), 1501, NF 48-15

Photography [REDACTED] revealed that the Ha Thon Railroad Bridge has been dropped and twisted. One abutment is heavily damaged.

25X1



~~SECRET~~

[REDACTED]

25X1

25X1

CIA IMAGERY ANALYSIS DIVISION

PIR 75035

ITEM OF INTEREST NO. 4: Hanoi/Dong Hoi Line

NAME: Damaged/Destroyed Rolling Stock

BE: NA

COORDINATES: 20 28N - 106 03E XH 085640

25X1

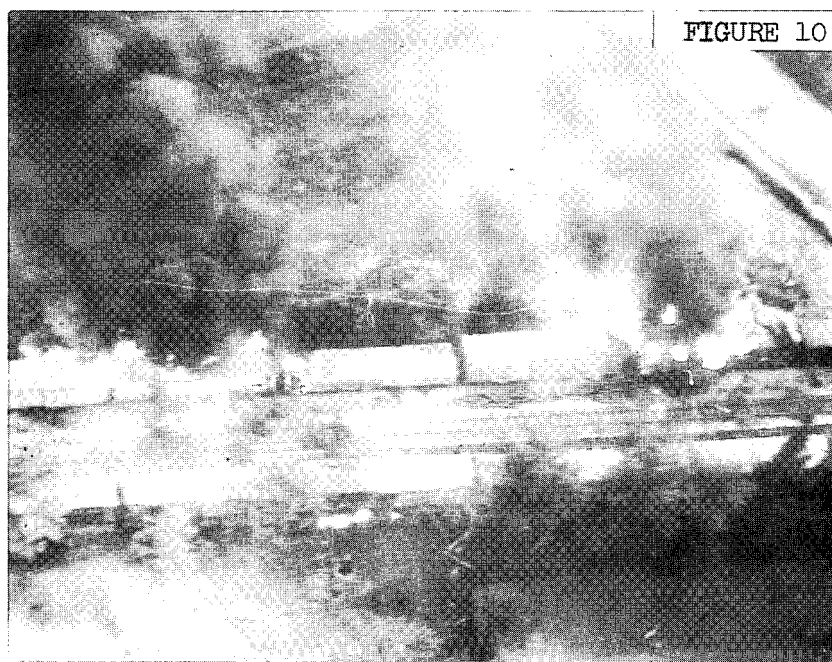
PHOTO REFERENCES:

MAP REFERENCES: JOG (G) NF 48-15

25X1

Photography [] reveals the results of an air attack against rolling stock in a rail yard at 20 28N - 106 03E. A few of the damaged cars are shown on Figure 10. An analysis of bomb damage to rolling stock follows:

<u>TYPE</u>	<u>DESTROYED</u>	<u>DAMAGED</u>	<u>UNDAMAGED</u>
Passenger	3	5	1
Freight	5	5	7
Tank	0	10	7
Gondola	1	2	7
Flat	1	0	2

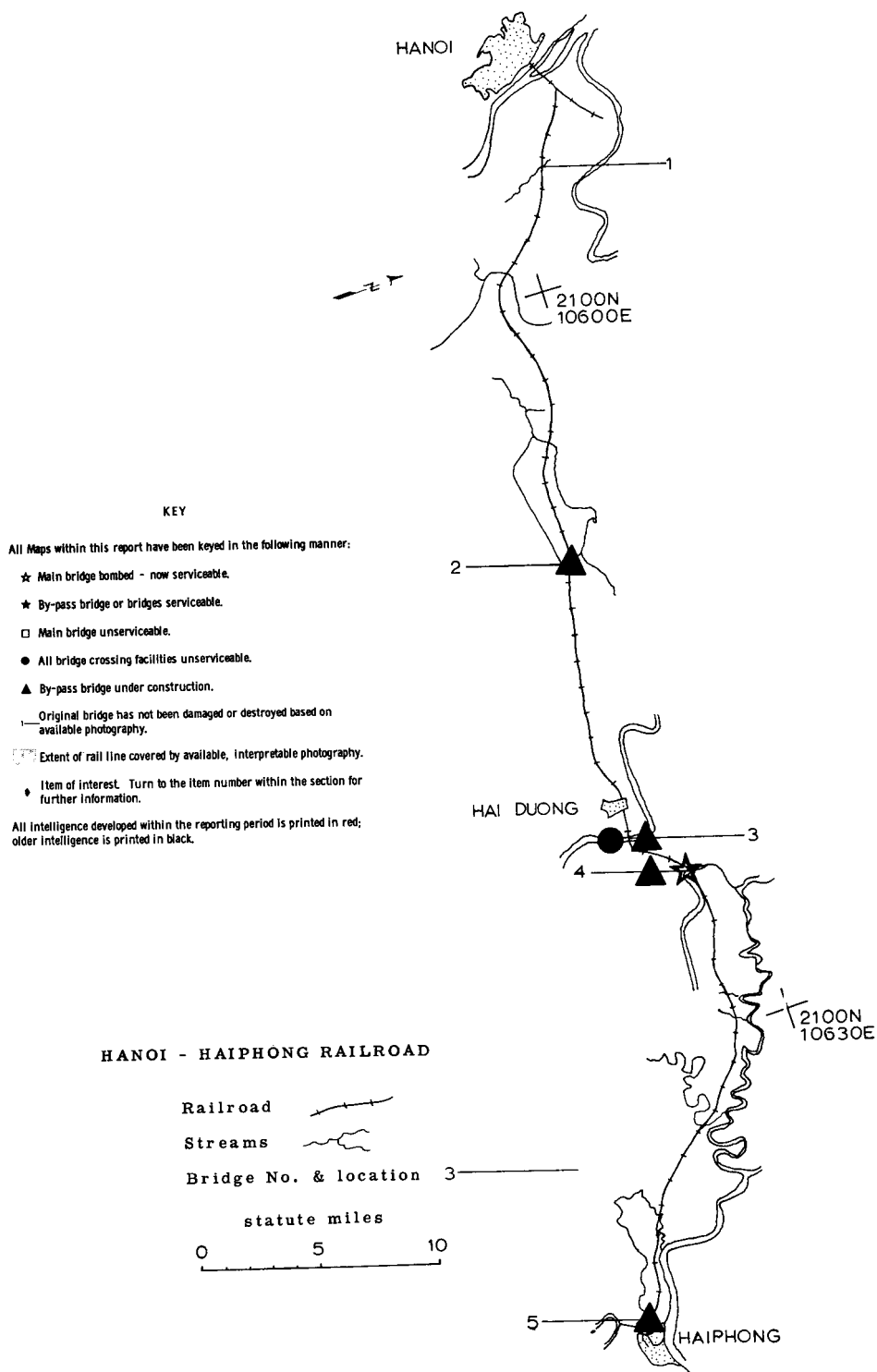


25X1

SECRET

PIR-75035
FIGURE 11

25X1



SECRET

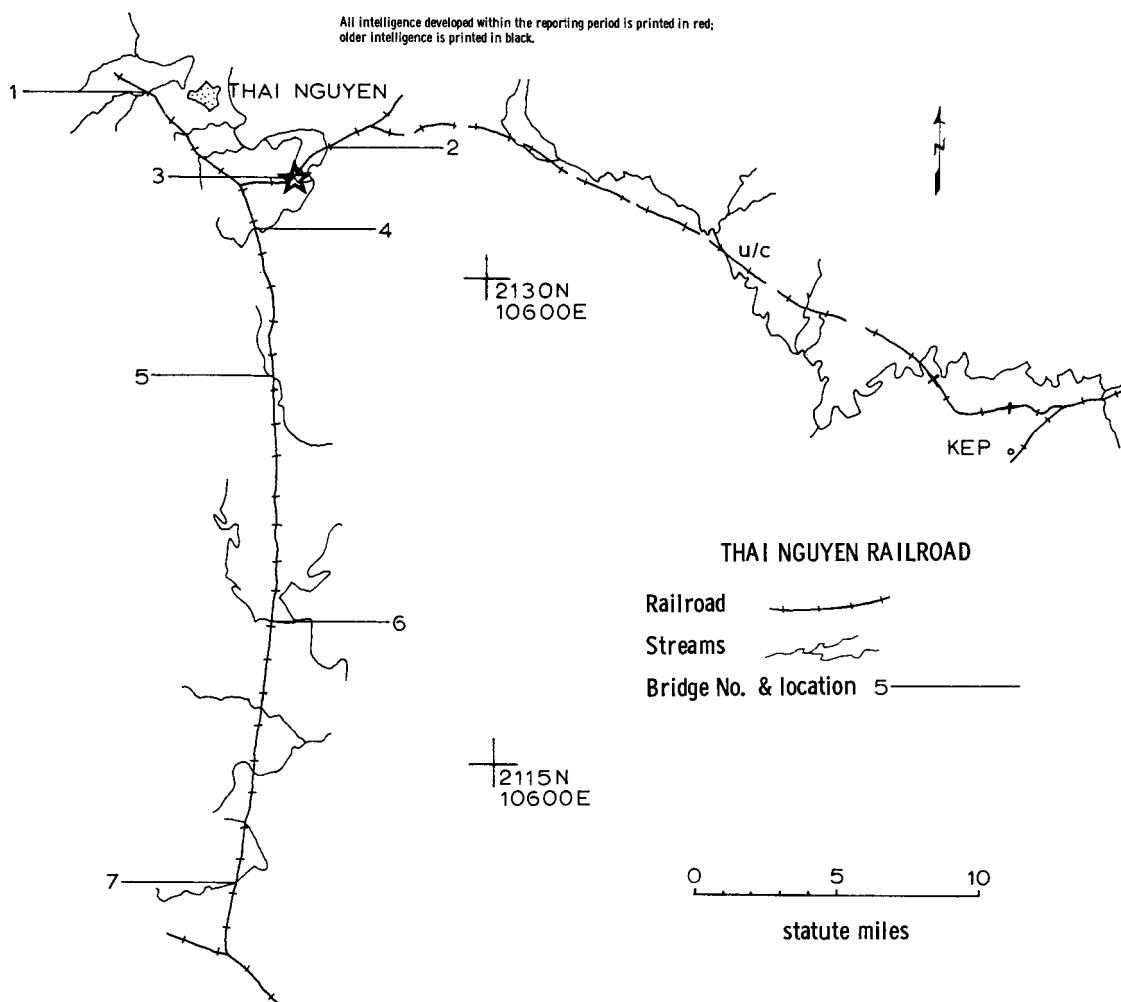
25X1

KEY

All Maps within this report have been keyed in the following manner:

- ★ Main bridge bombed - now serviceable.
- ★ By-pass bridge or bridges serviceable.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ By-pass bridge under construction.
- Original bridge has not been damaged or destroyed based on available photography.
- Extent of rail line covered by available, interpretable photography.
- ◆ Item of interest. Turn to the item number within the section for further information.

All intelligence developed within the reporting period is printed in red; older intelligence is printed in black.



25X1

Approved For Release 2003/03/04 : CIA-RDP78T05161A001200010019-6

Approved For Release 2003/03/04 : CIA-RDP78T05161A001200010019-6